



PROPOSED AMENDMENT TO THE FISCAL YEAR 2022 CAPITAL BUDGET

On June 24, 2021, the Southeastern Pennsylvania Transportation Authority (SEPTA) Board approved the Authority's \$618.85 million Fiscal Year (FY) 2022 Capital Budget and \$7.4 billion FY 2022 – 2033 Capital Program.

With the enactment of the federal Infrastructure Investment and Jobs Act (IIJA) in November 2021 (referred to as the Bipartisan Infrastructure Law (BIL)), SEPTA anticipates approximately **\$95 million** in additional funding will be made available for capital projects in FY 2022.

To program this additional funding, SEPTA is proposing amendments to the Board adopted FY 2022 Capital Budget to increase the capital budget to **\$713.85 million**.

With this amendment SEPTA will more than double the Authority's FY 2022 capital funding to support design and implementation of Projects of Significance. SEPTA is also proposing to use these funds to advance safety critical grade crossing improvements and invest in state of good repair bridge and signal system projects. Finally, the proposed amendment will allow SEPTA to invest in design for station projects on the Broad Street Subway and Regional Rail allowing stations to be made ADA Accessible sooner than programmed in the current capital budget. The additional investment in station design will also ensure SEPTA is prepared for the federal competitive All Stations Accessibility Program (ASAP), a new program being implemented via the BIL. The current approved budget allocations and proposed modifications are available via Table 1.

This amendment proposes no other changes to the approved FY 2022 - 2033 Capital Program nor to other project budgets and milestones within the current budget. SEPTA is in the process of developing the proposed FY 2023 Capital Budget and FY 2023 - 2034 Capital Program. This proposal will be published in April 2022 for public review and comment with public hearings to be held in May 2022.

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TABLE 1: SEPTA'S PROPOSED AMENDMENT TO THE FY 2022 CAPITAL BUDGET

| | Project Cost | County | FY 2022 (Current) | FY2022 (Amendment) | Proposed FY 2022 Amendment Total |
|--|-------------------------|------------------------------------|----------------------|-----------------------|-------------------------------------|
| Projects of Significance | \$ 1,942,285,500 | | \$ 30,140,000 | \$ 40,000,000 | \$ 70,140,000 |
| Trolley Modernization | \$ 1,850,000,000 | Philadelphia, Delaware | \$ 30,140,000 | \$ 26,000,000 | \$ 56,140,000 |
| 19th and 37th Street Trolley Station Improvements | \$ 57,285,500 | Philadelphia | \$ - | \$ 4,000,000 | \$ 4,000,000 |
| 69th Street Transportation Center and Maintenance Complex - Comprehensive Plan and Early Actions | \$ 4,000,000 | Delaware, Montgomery, Philadelphia | \$ - | \$ 3,000,000 | \$ 3,000,000 |
| Bus Revolution Infrastructure Support | \$ 25,000,000 | Regionwide | \$ - | \$ 2,000,000 | \$ 2,000,000 |
| Exton Station Multimodal Connections (Paoli/Thorndale Line) | \$ 6,000,000 | Chester | \$ - | \$ 5,000,000 | \$ 5,000,000 |
| State of Good Repair and Safety Projects | \$ 202,050,000 | | \$ 1,000,000 | \$ 25,000,000 | \$ 26,000,000 |
| Chestnut Hill East & West Bridge Programs | \$ 65,000,000 | Philadelphia | \$ - | \$ 10,000,000 | \$ 10,000,000 |
| Suburban to 30th Station Bridges Phase 3 | \$ 45,050,000 | Regionwide | \$ - | \$ 5,000,000 | \$ 5,000,000 |
| Signal System Renewal on the Norristown High Speed Line | \$ 80,000,000 | Delaware, Montgomery | \$ - | \$ 6,000,000 | \$ 6,000,000 |
| Grade Crossing Program | \$ 16,000,000 | Regionwide | \$ 1,000,000 | \$ 4,000,000 | \$ 5,000,000 |
| ADA Station Projects | \$ 261,089,000 | | \$ - | \$ 30,000,000 | \$ 30,000,000 |
| Broad Street Subway (BSS) ADA Station Design | | | | | |
| Chinatown Station | \$ 10,000,000 | Philadelphia | \$ - | \$ 1,500,000 | \$ 1,500,000 |
| Ellsworth-Federal Station | \$ 19,823,000 | | \$ - | \$ 1,500,000 | \$ 1,500,000 |
| Fairmount Stations (BSS & BSS-Spur) | \$ 35,049,000 | | \$ - | \$ 1,500,000 | \$ 1,500,000 |
| Hunting Park Station | \$ 24,759,000 | | \$ - | \$ 1,500,000 | \$ 1,500,000 |
| Logan Station | \$ 24,759,000 | | \$ - | \$ 1,500,000 | \$ 1,500,000 |
| Lombard-South Station | \$ 19,823,000 | | \$ - | \$ 1,500,000 | \$ 1,500,000 |
| Snyder Station | \$ 30,357,000 | | \$ - | \$ 1,500,000 | \$ 1,500,000 |
| Wyoming Station | \$ 24,759,000 | | \$ - | \$ 1,500,000 | \$ 1,500,000 |
| Bridgeport Station on the Norristown High Speed Line | \$ 4,000,000 | | Montgomery | \$ - | \$ 2,000,000 |
| Bristol Station Improvements (Trenton Line) | \$ 30,000,000 | Bucks | \$ - | \$ 7,500,000 | \$ 7,500,000 |
| Malvern Station High Level Platforms (Paoli/Thorndale Line) | \$ 15,260,000 | Chester | \$ - | \$ 5,000,000 | \$ 5,000,000 |
| Marcus Hook Regional Rail Station (Wilmington Line) | \$ 22,500,000 | Delaware | \$ - | \$ 3,500,000 | \$ 3,500,000 |
| Totals | | | \$ 31,140,000 | \$ 95,000,000 | \$ 126,140,000 |

● PROPOSED AMENDMENT TO THE FISCAL YEAR 2022 CAPITAL BUDGET

PROPOSED FY 2022 BUDGET MODIFICATIONS

PROJECTS OF SIGNIFICANCE – ADDITIONAL \$40 MILLION

In the current FY 2022 Capital Budget, SEPTA’s Projects of Significance are allocated \$30 million. SEPTA proposes to allocate an additional \$40 million to Projects of Significance. This increase will fund additional aspects of Trolley Modernization, Bus Revolution Infrastructure Support, and comprehensive planning and early actions for the 69th Street Transportation Center & Maintenance Complex.

With this increase in funding, SEPTA proposes to advance design for the 19th and 37th Street Trolley Station Improvements project, which was recently selected for a \$15 million Department of Transportation Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant, along with broader Trolley Modernization planning, design and property acquisition efforts.

Additionally, SEPTA will utilize these funds to initiate comprehensive planning and early action items at the 69th Street Transportation Center & Maintenance Complex, which is vital for the success of Trolley Modernization, the King of Prussia Rail Project (KOP Rail), and Bus Revolution.

Finally, SEPTA is recommending funds for Bus Revolution Infrastructure Support to allow for real estate acquisition and design for end of line facilities. Additional funds will also advance Phase 2 of the Exton Station project to provide for a bus loop that will promote multimodal connections in Chester County.

STATE OF GOOD REPAIR AND SAFETY PROJECTS – ADDITIONAL \$25 MILLION

In the current FY 2022 Capital Budget, the Grade Crossing program is funded at \$1 million in FY 2022 while the Chestnut Hill East & West Line Bridge projects are not funded until FY 2024 or later. Allocating significant funds to these projects now will enable SEPTA to advance critical safety and state of good repair improvements earlier than planned.

This amendment will increase funding for Grade Crossing enhancements that will improve safety throughout the rail transit and Regional Rail network.

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SEPTA is also proposing to begin design to rehabilitate bridges on the Chestnut Hill East and Chestnut Hill West Regional Rail Lines and the bridges between Suburban Station & 30th Street Station, which serve as the lynchpin for our entire Regional Rail network. SEPTA is also proposing to initiate the design of signal system improvements on the Norristown High Speed Line (NHSL).

ADA STATION PROJECTS – ADDITIONAL \$30 MILLION

SEPTA proposes allocating an additional \$30 million to begin design efforts for ADA Accessibility improvements at 12 stations along the Broad Street Subway (8), the NHSL (1), and on Regional Rail (3). All projects receiving additional FY 2022 funding are included in the capital program, but none are currently allocated funding until later in the 12-year capital program. Allocating funds now will help SEPTA achieve its goal of a 100% accessible system sooner and will position the Authority to apply for competitive grants that support these types of projects, including the forthcoming federal ASAP competitive opportunity.

PUBLIC PARTICIPATION AND FEEDBACK

To ensure transparency and public engagement SEPTA is making this proposal available for public review and comment. On March 3, 2022, SEPTA will host virtual public hearings regarding the proposed changes to the current capital budget. Due to the ongoing COVID-19 pandemic and public health emergency, to support the health, well-being and safety of our community, the SEPTA Capital Budget Amendment Public Hearings will be held as virtual hearings.

Once public comments are heard and considered, SEPTA will compile all feedback and present the findings of the hearing examiner to the SEPTA Board at the March 24, 2022 meeting.

PROPOSED AMENDMENT TO THE
FY 2022 CAPITAL BUDGET

PROJECT DESCRIPTIONS



PROJECT DESCRIPTIONS

| Project Description | Project Budget | FY 2022 Funding (Current) | FY 2022 Funding (Proposed) | County |
|---|----------------|---------------------------|----------------------------|--------------|
| Bridge Program | | | | |
| Chestnut Hill East Line Bridge Rehabilitation Program | | | | |
| Rehabilitation of five bridges on the Chestnut Hill East Regional Rail Line located at: | \$30.00 M | \$0 | \$5.00 M | Philadelphia |
| <ul style="list-style-type: none"> • Mile Post (MP) 5.04 (Wayne Avenue), Built 1893 • MP 5.72 (Logan Street), Built 1932 • MP 7.63 (Chew Street), Built 1901 • MP 8.90 (Mt. Pleasant Avenue), Built 1907 • MP 9.59 (Cresheim Valley Drive), Built 1931 | | | | |
| Chestnut Hill West Line Bridge Rehabilitation Program | | | | |
| Rehabilitation of seven bridges on the Chestnut Hill West Regional Rail Line located at: | \$35.00 M | \$0 | \$5.00 M | Philadelphia |
| <ul style="list-style-type: none"> • MP 0.06 (SEPTA Main Line), Built 1913 • MP 0.83 (22nd Street), Built 1918 • MP 1.17 (Hunting Park Avenue), Built 1910 • MP 1.26 (CSX Tracks), Built 1917 • MP 2.98 (Rittenhouse Street), Built 1918 • MP 4.42 (Carpenter Lane), Built 1928 • MP 5.67 (Springfield Avenue), Built 1917 | | | | |

PROJECT DESCRIPTIONS

| Project Description | Project Budget | FY 2022 Funding (Current) | FY 2022 Funding (Proposed) | County |
|---|--------------------------------|---------------------------|----------------------------|-------------------------------------|
| 30th Street Station to Suburban Station Bridges (Mainline–Schuylkill Bridges) | | | | |
| <p>Rehabilitation of seven bridges between 30th Street Station and Suburban Station located at: MP 0.49 (21st Street); MP 0.58 (22nd Street); MPs 0.61, 0.64 and 0.68 (22nd Street/23rd Street); MP 0.72 (CSX Tracks); and MP 0.76 (Schuylkill River). These bridges were built in 1929. The first phase of this project included critical repairs to bridges MP 0.49 and MP 0.58.</p> <p>The second phase will include duct bank and cable work and is currently in design. The third phase will include complete rehabilitation of all seven bridges.</p> | Phase 3 \$45.05 M | \$0 | \$5.00 M | Philadelphia with Regional Benefits |
| Communications, Signal Systems and Technology Improvements | | | | |
| Signal System Renewal on the Norristown High Speed Line | | | | |
| <p>Modernization of the signal system on the Norristown High Speed Line (NHSL). Work includes upgrades to improve operational reliability for the train control systems on the entire corridor. This project will address state of good repair needs for the existing line while ensuring compatibility with a signal system being installed as part of the King of Prussia Rail Project (KOP Rail).</p> | FY 2022 Amendment \$80.00 M | \$0 | \$6.00 M | Delaware Montgomery |

PROJECT DESCRIPTIONS

| Project Description | Project Budget | FY 2022 Funding (Current) | FY 2022 Funding (Proposed) | County |
|--|----------------|---------------------------|----------------------------|--|
| Projects of Significance | | | | |
| 69th Street Transportation Center Comprehensive Plan Implementation | | | | |
| Development of a comprehensive master plan and undertake early actions to rehabilitate and improve service at the 69th Street Transportation Center. These infrastructure and intermodal connectivity improvements are critical to the success of Trolley Modernization, KOP Rail, and Bus Revolution. | \$4.00 | \$0 | \$3.00 M | Delaware Montgomery Philadelphia |
| Bus Revolution Infrastructure Support | | | | |
| A key goal of SEPTA's Bus Revolution is to ensure SEPTA's bus network is more equitable by increasing opportunities for people with low incomes and people of color, who rely on public transportation to meet their needs more than the population at large. Projects will be informed by the results of Bus Revolution to ensure investments serve the people most dependent on transit resulting in better service and customer experience. These infrastructure improvements include but are not limited to right-of-way enhancements, bus end of line facilities, bus wayfinding, and enhanced bus stops. | \$25.00 M | \$0 | \$2.00 M | Regionwide |

PROJECT DESCRIPTIONS

| Project Description | Project Budget | FY 2022 Funding (Current) | FY 2022 Funding (Proposed) | County |
|--|----------------|---------------------------|----------------------------|---------|
| <p>Exton Station Multimodal Connections</p> <p>Initiate design and implement Phase 2 of Exton Station Multimodal Improvements project on the Paoli-Thorndale Regional Rail Line. This phase will design and implement multimodal improvements, including the construction of bus loops with bus shelters. Derived from the recommendations of Bus Revolution, the planned bus circulator loops will promote intermodal access to the station.</p> <p>Phase 1 of this project, completed in 2020, consisted of the construction of high-level platforms with canopies and wind screens; stormwater management improvements; a new station building, new lighting, signage, security features, and passenger amenities. The station facilities are fully ADA accessible. Phase 3 will provide for the development and construction of a fully accessible parking expansion. Due to reduced ridership resulting from the COVID-19 pandemic, SEPTA is re-evaluating its station parking project schedules. A schedule for this phase will be determined as ridership returns.</p> | \$6.00 M | \$0 | \$5.00 M | Chester |

PROJECT DESCRIPTIONS

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|---|----------------|---------------------------|----------------------------|--------------------------|
| <h3>Trolley Modernization</h3> <p>These capital funds will allow SEPTA to advance early action trolley infrastructure activities and network design for Trolley Modernization project. The new ADA accessible light rail vehicles will require a complex and closely interrelated series of infrastructure upgrades in areas such as communications, signals, power, ADA stations, bridge improvements and maintenance facilities.</p> <p>The goals of the Trolley Modernization program are:</p> <ul style="list-style-type: none"> • A system in full compliance with the Americans with Disabilities Act • A safe and improved customer experience • Providing faster, higher capacity service • Replace aging trolley vehicle fleet, and • Ensure equity by improving trolley system access and service for people of color, low-income populations, and individuals with disabilities. <p>Specific activities to be addressed include the following:</p> <ul style="list-style-type: none"> • Property acquisition for the new light rail vehicle Facility/Facilities • ADA Accessibility and State of Good Repair Improvements to 19th and 37th Street Trolley Stations • Bridge enhancements to support the new light rail vehicles • Trolley Tunnel State of Good Repair Program • Coordination with utilities and the City of Philadelphia • Develop modern station design standards and identify locations with public input and community engagement • Preliminary engineering and program management for overall project, and • ADA Accessible light rail vehicle acquisition. | \$1,850.00 M | \$30.14 M | \$60.14 M | Delaware Philadelphia |

PROJECT DESCRIPTIONS

| Project Description | Project Budget | FY 2022 Funding (Current) | FY 2022 Funding (Proposed) | County |
|--|----------------|---------------------------|----------------------------|--------------|
| Safety and Security Improvements | | | | |
| Grade Crossing Enhancement Program | | | | |
| This safety project will renew and upgrade various railroad and trolley highway/rail grade crossing locations within the SEPTA system, including the addition of passive and/or active safety enhancements. | \$16.00 M | \$1.00 M | \$5.00 M | Regionwide |
| Stations, Loops and Parking Improvements | | | | |
| Broad Street Subway Stations | | | | |
| Renovation of transit stations and accessibility improvements, including rehabilitation of platforms and station interiors; accessible pathways and handrails/guardrails; installation or modernization of elevators and escalators; new signage, lighting and security cameras; and drainage and waterproofing improvements. This funding will advance engineering and design for the following stations: | | | | |
| <ul style="list-style-type: none"> Chinatown Station on the Broad-Ridge Spur Ellsworth-Federal Station Fairmount Station (BSS and BSS-Spur) Hunting Park Logan Station Lombard-South Station Snyder Station Wyoming Station | \$10.00 M | \$0 | \$1.50 M | Philadelphia |
| | \$19.82 M | \$0 | \$1.50 M | |
| | \$35.05 M | \$0 | \$1.50 M | |
| | \$24.76 M | \$0 | \$1.50 M | |
| | \$24.76 M | \$0 | \$1.50 M | |
| | \$19.82 M | \$0 | \$1.50 M | |
| | \$30.36 M | \$0 | \$1.50 M | |
| | \$24.76 M | \$0 | \$1.50 M | |

PROJECT DESCRIPTIONS

| Project Description | Project Budget | FY 2022 Funding (Current) | FY 2022 Funding (Proposed) | County |
|---|----------------|---------------------------|----------------------------|------------|
| <p>Bridgeport Station on the Norristown High Speed Line</p> <p>As part of the rehabilitation of the Bridgeport Viaduct at Mile Post 12.81 (Schuylkill River), improvements will be made to make the station fully ADA accessible. This project will also include rehabilitation of station facilities, including improvements to existing platforms and shelters, accessibility improvements including ramps and handrails/ guardrails, new signage, lighting and security cameras, and stormwater management.</p> | \$4.00 M | \$0 | \$2.00 M | Montgomery |
| <p>Bristol Station on the Trenton Line</p> <p>This project will make the station fully ADA accessible and includes full length high-level platforms, new passenger shelters, security improvements and passenger amenities.</p> | \$30.00 M | \$0 | \$7.50 M | Bucks |
| <p>Malvern Station on the Paoli/Thorndale Line</p> <p>This project will make the station fully ADA accessible and includes full length high-level platforms, new passenger shelters, security improvements and passenger amenities.</p> | \$15.26 M | \$0 | \$5.00 M | Chester |
| <p>Marcus Hook Station on the Wilmington Line</p> <p>This project will make the station fully ADA accessible and includes full length high-level platforms, new passenger shelters, security improvements and passenger amenities.</p> | \$22.50 M | \$0 | \$3.50 M | Delaware |